

BOLINAS CLUB

Devoted to the development and upbuilding of Bolinas, Marvelous Marin County, California
Noted for its splendid all-year climate and ideal home conditions

BOLINAS, CALIFORNIA

February 6th, 1932

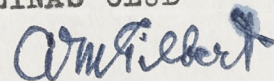
Mrs. H. M. Grunert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, California.

Dear Mr. Grunert;

The Bolinas Club greatly appreciates not only the spirit of your recent letter offering your support in progressive movements, but also the actual support rendered by your signatures to the petition for the Stinson-Beach - Five Brooks paving job. Especially do we extend our thanks to Mrs. Marble for her personal efforts.

We join you in the wish that the petition may bring about the desired results and trust we may soon be in a position to return your kindness.

Yours very truly,
BOLINAS CLUB



A. M. Gilbert
Secretary.

Mr. Gilbert, Secretary,
Better Bolinas Club,
Bolinas.

Dear Mr. Gilbert:

We wish to go on record with your organization
as standing behind any progressive movement for this district.

The petition you sent over for signatures
was very gladly signed by the majority of our residents and
Club members.

We are especially glad to cooperate with
you in trying to get the Lagoon road paved, as it is a very
important unit for Stinson Beach as well as Bolinas.

We wish you success and if we can help in
any way, let us know.

Yours very truly,

THE PROGRESSIVE CLUB OF STINSON BEACH.

Hilda M. Grunert,
Secretary.

SHORELINE HIGHWAY ASSOCIATION

Directors

San Francisco

SUPR. VICTOR J. CANEPA
ELLIOT M. EPSTEEN
SUPR. ANDREW J. GALLAGHER
FREDERICK H. MEYER
SUPR. FRED SUHR

Marin County

R. ANDERTON
O. C. CAPPELMAN
SUPR. WM. DEYSHER
SUPR. C. J. GARDNER
SUPR. A. MARTINELLI
H. G. RIDGWAY
JUDGE A. H. UPTON

affiliated with and part of the non-profit



REDWOOD EMPIRE ASSOCIATION

General Offices

85 POST STREET, SAN FRANCISCO

TELEPHONES: GARFIELD 6554-5

DIRECTORS

SHORELINE HIGHWAY ROAD DISTRICT

SUPR. FRED SUHR, PRESIDENT
SUPR. C. J. GARDNER, VICE PRES.
SUPR. FRED LOWELL, SECRETARY
SUPR. CHARLES PERKINS, DIRECTOR
SUPR. B. F. FLINT, TREASURER

J. B. PIATT, CHIEF ENGINEER, BOTH DISTRICTS

DIRECTORS

SHORELINE HIGHWAY BRIDGE DISTRICT

SUPR. VICTOR CANEPA, PRESIDENT
SUPR. C. J. GARDNER, VICE PRES.
SUPR. CHARLES PERKINS, SECRETARY
SUPR. FRED LOWELL, TREASURER

Directors

Sonoma County

SUPR. WILLARD J. COLE
FRANK P. DOYLE
B. B. HINSHAW
SUPR. FRED LOWELL
H. C. MCCAUGHEY

Mendocino County

A. BROWN
NEWTON P. HOWE
EDWARD MORRIS
SUPR. CHARLES PERKINS
W. J. SCHULTZ

Humboldt County

GEORGE BRICE
SUPR. GEORGE COLE
SUPR. B. F. FLINT
T. W. HINE
WYNN MEREDITH

July 15, 1932

Stinson Beach Progressive League,
Stinson Beach,
California

Gentlemen:

Attached herewith is specimen of new pictorial wall panel
"broadside" featuring the Shoreline Highway, just off the press.

This panel is published for placement in auto camps, garages,
service stations and hotel and resort lobbies and other centers where
traffic circulates in the Shoreline Highway area - the purpose being to
induce the motorist to see all the Shoreline Highway District.

Accordingly, it would be appreciated if you would indicate how
many of these wall posters you would be willing to place among hotels,
resorts, auto camps, garages and service stations in and about your community
and territory.

In other words, will you accept the responsibility of actually
seeing that these wall panels are posted where they will accomplish the greatest
good insofar as the lengthening of stop-overs of tourists in your territory is
concerned, resulting in a greater expenditure of cash through all your channels
of trade?

Hoping to hear from you soon, and thanking you,

Sincerely yours,

Clyde Edmondson
Clyde Edmondson
General Manager

/r

July 19, 1932.

Mr. Clyde Edmondson, General Manager,
Shoreline Highway Association,
San Francisco.

Dear Sir:

We received your new pictorial wall panel
and find that we could place six of them in our
community in the various places of business.

So if you can send us six panels we would greatly
appreciate it and we thank you for them.

Yours very truly,

THE PROGRESSIVE CLUB OF STINSON BEACH.

Hilda M. Grunert
Hilda M. Grunert,
Secretary.

July 19, 1932.

Mr. S. P. Eastman, President,
Southern Pacific-Golden Gate Ferries Company,
San Francisco.

Dear Sir:

WE URGE THE GOLDEN GATE FERRY COMPANY AND THE
SOUTHERN PACIFIC RAILROAD COMPANY ACCEPT DECISION OF
JUDGE KERRIGAN IN FAVOR OF GOLDEN GATE BRIDGE PROJECT.

Signed:

THE PROGRESSIVE CLUB OF STINSON BEACH.

Hilda M. Grunert,
Secretary.

Southern Pacific Company
65 Market St., San Francisco

PAUL SHOUP,
PRESIDENT

July 21, 1932.

Miss Hilda M. Grunert, Secretary,
Progressive Club,
Stinson Beach, Marin County, Calif.

Dear Madam:

I have your letter of the 19th, with respect to the Federal Court's decision in the Golden Gate Bridge case, and in response may say that the subject is being carefully considered by the Board of Directors of Southern Pacific Golden Gate Ferry Company.

Yours truly,

Paul Shoup

CHIEFTAIN BOND

SHORELINE HIGHWAY PROGRAM LOOKS FAVORABLE

SAN FRANCISCO, April 1st: A substantial portion of the Shoreline Highway-- now county road-- will be included in the Secondary Stage Highway system if the Legislature acts favorably upon the 6,624-mile list of roads transmitted to the Legislature by the Department of Public Works and Highway Commission, in which is included various sectors from the Northbay based on recommendations submitted by the Nine-Counties Highways Committee and Supervisors Unit of the Redwood Empire Association, supported by the constituent nine counties in the Empire.

These are the observations of Arthur E. Dalton of Eureka, Chairman of the Redwood Empire Association Nine-Counties Highways Committee, and Supervisor Carl W. Miles, President of the Association's Supervisors Unit.

Based on recommendations of the Redwood Empire Association and its affiliate Shoreline Highway Association, jointly, supported by the Supervisor's Unit, the following sectors of the Shoreline Highway were included by the Highway Commission in its list now in the hands of the Assembly and Senate Roads and Highways Committee:

The Southerly sector of the Shoreline Highway commencing now at the redwood Richardsons Bay Bridge; thence to Dolan, to Stinson Beach, and up the coast of Marin County to the Marin-Sonoma County line. Later the southern terminus of the Shoreline Highway will be at the north approach to the Golden Gate Bridge, after the bridge is completed.

From Jenner in Sonoma County to Fort Ross, to Stewarts Point, to Gualala, to Point Arena, to Manchester, to Greenwood, to Navarro, to Albion, to Mendocino, to Fort Bragg, to Westport, to DeHaven intersection--along the coast of Sonoma and Mendocino counties (in addition a lateral unit serving the Shoreline Highway is included, namely: the Russian River arterial or Gravenstein Highway from Cotati, and from Santa Rosa to Sebastopol, to Forestville, to Guerneville, to Monte Rio and to Jenner).

The northerly unit of the Shoreline Highway commencing at Fernbridge (intersection of State Highway Route 1) and continuing to Ferndale in Humboldt County.

Under Redwood Empire Association leadership, County Supervisors and other officials from the various counties, met jointly with the Highway Commission and engineers several weeks ago when semi-final county road addition lists were

being prepared, resulting in the inclusion of the above road sectors together with others in the various Redwood Empire counties.

Since then, Redwood Empire Association officials, together with Supervisor Charles Perkins of Fort Bragg, have maintained a constant vigil in Sacramento to make certain that none of the above mileage was transferred away from the Redwood Empire to other parts of the State.

Supervisor Charles Perkins of Fort Bragg has consistently been present at every meeting of the Roads and Highways Committee of the Assembly, and some sessions of the Senate Roads and Highways Committee, in addition to conferring with State Highway officials and engineers.

Recently, the State Senators and Assemblymen from all Redwood Empire counties were called together by the Redwood Empire Association, at which joint session of these Redwood Empire legislators, it was agreed that every effort should be made to protect road items included in the Commission's report to the Legislature including the Shoreline Highway Unit.

The General Manager of the Association has been constantly in Sacramento in conference with State Highway officials and engineers, State Senators and Assemblymen, Committees and others.

According to Association officials, the difficult battle is that of opposing the diversion of gas tax, which measure has been consistently postponed by the Assembly Roads and Highways Committee.

The Redwood Empire Association and its constituent groups are following through with the recommendations and policies agreed to at the meeting of the Shoreline Highway Association at Point Arena on February 16th, and the meeting of the Nine-Counties Highways Committee and Supervisors Unit at Ukiah on February 17th, with reference to gas tax and highway legislation, and with reference to county road additions.

These policies have been supported through communications to Sacramento from Boards of Supervisors, County officers, city and county Chambers of Commerce, farm bureaus, granges, mayors and councilmen and other constituent groups.

WALTER E. GARRISON
DIRECTOR



STATE OF CALIFORNIA
Department of Public Works
SACRAMENTO

July 29, 1932.

The Progressive Club of
Stinson Beach,
Stinson Beach, California.

Gentlemen:

Your letter of July 27 relative to the construction of the Waldo-Sausalito link of the Redwood Highway has been received and will be called to the attention of Colonel Garrison upon his return to the office.

Yours very truly,

Myrtle V. Murray
Secretary.



HARRY LUTGENS
President

FRANK P. DOYLE
Treasurer

CLYDE EDMONDSON
General Manager

ELLIOT M. EPSTEEN
Counsel

REDWOOD EMPIRE ASSOCIATION

A Non-Profit Inter-County DISTRICT CHAMBER of COMMERCE Officially Representing Nine Counties

Vice-Presidents and Executive Board Members

SAN FRANCISCO . . .	E. H. MAGGARD	LAKE COUNTY . . .	J. A. YOUNGREN
MARIN COUNTY . . .	H. G. RIDGWAY	MENDOCINO COUNTY . . .	N. P. HOWE
SONOMA COUNTY . . .	J. H. MILLER	HUMBOLDT COUNTY . . .	IRWIN T. QUINN
NAPA COUNTY . . .	THOMAS MAXWELL	DEL NORTE COUNTY . . .	E. R. GRIFFIN
JOSEPHINE COUNTY . . .	O. S. BLANCHARD		

General Offices

85 POST ST. (Mezzanine Suite)
TELEPHONES GARFIELD 6554-6555
SAN FRANCISCO, CALIFORNIA

Executive Board Members at Large: WILLIAM DEYSHER LEO LEBENBAUM T. B. WILSON
July 25, 1932.

IMMEDIATE ACTION NECESSARY:

It is suggested that you immediately wire or write--Colonel Walter E. Garrison, Director, State Department of Public Works, Sacramento and Earl Lee Kelly, Chairman, California Highway Commission, at Sacramento, urging that Waldo-Sausalito project be immediately financed from appropriations that have just been made by the Federal government for highway construction in California, in the amount of \$4,667,188, as provided by Relief Bill for emergency construction of the Federal Aid highway system.

Also urge the Commission to let the contracts at the earliest possible moment, in order to eliminate present traffic hazards and congestion at this point.

There is no reason why the Commission should not take care of this important project out of these funds, and your immediate action will be of value in achieving the desired result.

Copies of your communication will be appreciated in this office.

Many thanks!

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Frederick H. Meyer,
Chairman, Special Waldo-
Sausalito Committee.

/R

Affiliated Units

Redwood Empire Supervisors Unit . . .	SUPR. WM. DEYSHER, Pres.	Redwood Empire Realtors Unit . . .	C. W. COMSTOCK, Pres.
Redwood Empire Newspaper Publishers Unit . . .	E. L. FINLEY, Pres.	Redwood Highway Association . . .	HARRY LUTGENS, Pres.
Chambers of Commerce Unit . . .	STANLEY H. JONES, Pres.	Shoreline Highway District . . .	SUPR. FRED SUHR, Pres.
Redwood Empire Hotel-Resort Conference . . .	LEO LEBENBAUM, Pres.	Shoreline Highway Association . . .	N. P. HOWE, Pres.
Auto Camp, Garage and Service Station Unit . . .	H. L. BERGSTROM, Pres.	Redwood Empire and North Coast Counties District Chambers of Commerce	

July 27, 1932.

Dear Sir:

We urge the State Department of Public Works and the California Highway Commission to build the Waldo-Sausalito link of the Redwood Highway immediately and to finance same by an appropriation from the Relief Bill for emergency construction of the Federal Aid highway system.

We also urge the Commission to let the contracts at the earliest possible moment, in order to eliminate present traffic hazards and congestion at this point.

Signed:

THE PROGRESSIVE CLUB OF STINSON BEACH.

Hilda H. Grunert,
Secretary.



PACIFIC TELEGRAM



CLASS OF SERVICE DESIRED

TELEGRAM

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD CHECK THE CLASS OF SERVICE DESIRED: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A TELEGRAM

RECORDER'S NUMBER

TIME FILED

CHECK

M.

Send the following message, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

19

To *Stinson Beach Progressive Club*
Directors of San Rafael Chamber of
Commerce in session today asked
Redwood Empire Association to request
that you immediately wire Paul
Shoup Southern Pacific Company and

SENDER'S ADDRESS
FOR ANSWER

SENDER'S TELE-
PHONE NUMBER

ALL MESSAGES ACCEPTED BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeatable message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the sum of FIVE HUNDRED DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond the sum of FIVE THOUSAND DOLLARS, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIVE THOUSAND DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission and unless the repeated message rate is paid or agreed to be paid and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent of the amount by which such valuation shall exceed FIVE THOUSAND DOLLARS.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within the established free delivery limits of the terminal office. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. Special terms and conditions governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms and conditions.

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

May be mailed at destination. See (under "Night Letters") "Special Terms Applying to Night Letters and Night Messages."

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(A) Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

(B) Day Letters may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

NO EMPLOYEE OF THE COMPANY IS AUTHORIZED TO VARY ANY OF THE FOREGOING TERMS AND CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED AND DELIVERED BY THIS COMPANY.

(C) Day Letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

NIGHT LETTERS

Accepted up to 2.00 A. M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS AND NIGHT MESSAGES

In further consideration of the reduced rates for the special "Night Letter" and "Night Message" services, the following special terms in addition to those enumerated above are hereby agreed to:

(A) Night Letters and Night Messages may, at the option of the Telegraph Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters or Night Messages at destination, postage prepaid.

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY.

H. D. PILLSBURY, PRESIDENT



PACIFIC TELEGRAM



CLASS OF SERVICE DESIRED

TELEGRAM

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD CHECK THE CLASS OF SERVICE DESIRED: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A TELEGRAM.

RECORDER'S NUMBER

TIME FILED

CHECK

M.

Send the following message, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

19

To

of your telegram will be appreciated
here
Signed
Harry Lutgens

SENDER'S ADDRESS
FOR ANSWER

SENDER'S TELE-
PHONE NUMBER

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

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2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIVE THOUSAND DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission and unless the repeated message rate is paid or agreed to be paid and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent of the amount by which such valuation shall exceed FIVE THOUSAND DOLLARS.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within the established free delivery limits of the terminal office. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

- 5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. Special terms and conditions governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms and conditions.

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

May be mailed at destination. See (under "Night Letters") "Special Terms Applying to Night Letters and Night Messages."

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

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NO EMPLOYEE OF THE COMPANY IS AUTHORIZED TO VARY ANY OF THE FOREGOING TERMS AND CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED AND DELIVERED BY THIS COMPANY.

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THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

H. D. PILLSBURY, PRESIDENT

	H. D.	PILLSBURY,	PRESIDENT		
8947	125-	689-	700-	300-	001 -15/- <u> </u>
					01 01 <u> </u>



PACIFIC TELEGRAM



CLASS OF SERVICE DESIRED

TELEGRAM

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD CHECK THE CLASS OF SERVICE DESIRED: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A TELEGRAM

RECORDER'S NUMBER

TIME FILED

CHECK

M.

Send the following message, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

19

To

S. P. Eastman, president Ferry Company
 immediately urging that railroad
 and Ferry Company accept decision
 of Judge Kerrigan in favor of
 Golden Gate Bridge project Copies

SENDER'S ADDRESS
FOR ANSWER

SENDER'S TELE-
PHONE NUMBER

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4. Messages will be delivered free within the established free delivery limits of the terminal office. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.
6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.
7. Special terms and conditions governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms and conditions.

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

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DAY LETTERS

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Accepted up to 2.00 A. M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS AND NIGHT MESSAGES

In further consideration of the reduced rates for the special "Night Letter" and "Night Message" services, the following special terms in addition to those enumerated above are hereby agreed to:

(A) Night Letters and Night Messages may, at the option of the Telegraph Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters or Night Messages at destination, postage prepaid.

NO EMPLOYEE OF THE COMPANY IS AUTHORIZED TO VARY ANY OF THE FOREGOING TERMS AND CONDITIONS UNDER WHICH MESSAGES ARE ACCEPTED AND DELIVERED BY THIS COMPANY.

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY,
H. D. PILLSBURY, PRESIDENT